



# ALEAC Overview

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*"Safety Through Standards"*



11/27/2011

NTSB Public Aircraft Forum

# AIRBORNE LAW ENFORCEMENT



## ACCREDITATION COMMISSION: ALEAC

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- Founded in 2002 as a 501(c) 6 non-profit California Corporation
- A subsidiary of ALEA
- Focused on adherence to a common standard of **safety** for all airborne law enforcement air units in the United States and Canada.



# Mission Statement

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- To develop and maintain a set of **best practice standards** for use by all law enforcement air units in the United States and Canada
- To provide **air unit accreditation** through comprehensive evaluation and on-site assessment



# Vision Statement

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- Voluntary **compliance** with ALEAC Standards by all law enforcement air units
- **Validation** of compliance with the Standards through the process of Accreditation.



# Core Values

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- Safety Through Standards
- Excellence Through Accreditation
- A Common Standard of Safety
- Professionalism in law enforcement aviation



# Standards for LE Air Units

- Standards applicable to all LE air units regardless of size or branch of government (federal, state, local)
- Standards divided into five sections:
  - Administration
  - Operations
  - Safety
  - Training
  - Maintenance
- Two categories of Standards:
  - Mandatory compliance for accreditation purposes
  - Recommended compliance for accreditation purposes





# Standards as Best Practices

- ALEA adopted Standards as best practice guidelines for all LE air units and guide for starting new air units
- Standards based on two highest priorities of an airborne law enforcement unit:
  - "Safety First" in all aspects of the operation.
  - Provision of quality aviation services to further the agency's mission.





# Accreditation Program

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- Encourage safe, efficient and accident-free aviation operations in support of law enforcement missions.
- Objectively evaluate and certify a unit's overall compliance with the Standards
- Program is strictly voluntary as is compliance with the Standards



# Accreditation Process

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- Process of accreditation divided into two parts:
  - adoption of the standards
  - unit application & assessment process
- Five phases in the accreditation process:
  - Application
  - Unit self-assessment
  - On-site assessment
  - Commission review
  - Maintaining compliance through re-accreditation



# Accreditation Structure

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- Provides an orderly system of inspection, reports and recommendations to applying unit in addition to validation of compliance
- Allows recognition of professional achievement and compliance with Standards in a consistent and uniform manner
- Accreditation is valid for a period of three years



# Major Benefits of Accreditation

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- Safe and Efficient Law Enforcement Aviation Operation
- Greater accountability within the agency
- Controlled liability insurance costs
- Strong support from government officials



# Accreditation Achievements

- Completed first unit assessment of initial applicant (Columbus, OH PD)
  - Three other agencies in queue, one pending application
  - Many more inquiries and expressions of interest
- Recognition of Standards by NTSB with recommendations for modifications
- NTSB recommendations were all adopted by Commission and will appear in updated version of Standards
- IACP and NSA Resolutions in support of standards & accreditation



# Accreditation Challenges

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- Cost of Accreditation
  - From \$5,000 - \$9,500 depending on unit size
  - Same cost for re-accreditation
- Failure of aviation insurance industry to acknowledge value of accreditation
- Non-compulsory program (unlike similar programs such as CAMTS)
- Standards are above minimum requirements
- Resistance to oversight or outside review



# Conclusion

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- Primary goal of ALEAC and ALEA is the SAFE and efficient use of ALL aircraft in support of law enforcement missions.
- NTSB reference to Standards in New Mexico State Police accident is extremely significant
- It is our intent to continue working with NTSB & FAA to promote safer public safety aviation operations